

ANTI-RAILWAY RIOT.

Writing under date of 24th ult., the Wellesley correspondent of the *N. O. B. News* says:—Word has just reached us of an attempt to thwart the progress of our long hoped for railway from Tientsin. On the 23rd of June while a surveying corps were at their inn at the village Taihu, twelve 1/2 south-east of Kaomi city and forty 1/2 from Kiao-chow city, they were attacked by a mob of anti-railwayists who broke the leg of a Cantonese engineer and might have done further damage had the inn-keeper not closed the street gate and summoned aid from the *yamen*. Some twenty or thirty villages around there have combined to resist the encroachments of foreigners and their *feudal*-disturbing enterprises. On the same day two carts loaded with iron pipes for the Carlisle line near this city were stopped by a mob, unloading, and the carters told to return the way they came. These lawless acts have made the road to Tientsin very dangerous for foreigners to travel. Unless engineer corps are protected by a military escort, Chinese or foreign, these riots will be of frequent occurrence. When it comes to building railways in Shantung the surveyors' lot is not a happy one. Rights granted to Germany or any other nation to mine and construct railways are one thing on paper and quite another in actual practice.

IMPERIAL DECREES.

4th July.
THE EMPEROR'S HEALTH.
The Comptroller-General of the Imperial Household Department presented to us this morning a memorial by Mr. Tien-yang, special physician recommended by the Viceroy at Canton, praying that memorialists be permitted to return home. As we are still in ill-health we consider this prayer to be a breach of etiquette and therefore not to be allowed. The said Comptroller-General have also been culpable in presenting said memorial, and we hereby command that our displeasure at their conduct be transmitted to them forthwith by the Grand Council.

SPECIAL APPOINTMENTS.
22. Lin Chong-tung, the expectant Taoist of Kiangsu, who was received in audience this morning before us, is hereby commanded to return to Kiangsu and place himself under the orders of Viceroy Lin Kun-yi. The said Taoist's name is also to be recorded in the Grand Council Books for the first vacancy available among the Taoistships of Kiangsu province.

23. The cashiered Provincial Commander-in-Chief, Sun Wan-lin, is hereby restored to his former rank and decorations by act of special Imperial Grace.

24th July.
PROMOTION OF THE MINISTER TO GERMANY.
(1) Li Hui-han is hereby appointed Chief Director of the Office of Transmission of Imperial Edicts, etc.

THE EMPEROR'S BIRTHDAY CELEBRATIONS.
(2) With reference to the request of the Board of Rites for instructions as to the ceremonies to be observed on the anniversary of His Majesty the Emperor's birthday we hereby command that the commemorative observance be performed in the Chingcheng Throne-hall, but that the usual banquet following such ceremony be dispensed with on this occasion. Should it happen to rain on the said anniversary day the above ceremony will be performed under the covered way at the Tsching-gate of the Imperial Palace.

Note.—The 29th anniversary of the Emperor Kuang Hsueh's birth falls on the 4th proximo (28th day of 6th month).—*Translator*—A. C. D. News.

OPERATION OF THE NEW TREATIES IN JAPAN.

The following Imperial Rescript says the *Japan-Gazette*, is published in the *Official Gazette*.

We, the Emperor of Japan, by the glory of Our Ancestors have been enabled to enlarge the scope of official obligation and of enlightened government to bring about the growth of national prosperity and to extend our amity and friendship with foreign Powers. The revision of the Treaties with all the Treaty Powers which had been Our long-cherished desire has now been accomplished after repeated efforts. It causes Us heartfelt gratification to see that while the responsibility of the Empire will become greater on the coming into force of the new Treaties, Our relations with the foreign Powers are in a state even more friendly than ever.

We desire Our loyal subjects who are ready to work for the sake of the country's welfare, will bear Our wishes in mind and observe the policy laid down at the time of the opening of the country, combining in their hearts to cultivate friendship with strangers, and thus maintain the dignity of the nation and promote the prestige of the Empire.

It is also Our wish that Our officials will hold themselves responsible on Our behalf for the putting into force of the new Treaties, and strive to supervise their subordinates in order that they may discharge their duties conscientiously so that all the people, Japanese and foreign, may equally share in the benefits of the new Treaties and so our relations with the foreign Powers may be maintained.

(Imperial Sign-Manual and Seal).
June 24th, 1899.
Signature of all the Ministers of State.

INSTRUCTION NO. 1 OF THE CABINET.

To all Government Officials.
The revision of the Treaties has given much trouble to His Majesty and has for a long time been desired by His Majesty. It is now that an ambassador armed with full powers was first despatched to all the treaty powers in Europe and America, and negotiations relating to revision of the treaties were opened over twenty years have passed. During the interval negotiation after negotiation has been attempted with the Powers, and finally, in 1894, the revised treaty with Great Britain was concluded. The rest of the countries then followed the example, and now we are to see the new treaties put into force on July 17th and August 4th. It is needless to say that the revising of the existing treaties and the concluding of treaties on an equal footing are founded on the enlarged principles of freely opening the country and the new departure cannot fail to contribute to the honour of the country and the happiness of the people. However, unless the treaties are put into force properly, it is to be feared that not only will the object of the revision be lost, but that the confidence of the friendly nations will be forfeited, and the prestige of the Empire injured. While the rights to be secured with justice in consequence of the revision of the treaties should be earnestly held, it is the duty of the Government of the Empire and of the officials to protect the rights of foreign nations perfectly, and to endeavour to cause them to live comfortably and with ease in our country. It is to be desired that the officials concerned should keep the wish of His Majesty in view, and endeavour to carry it out.

MAKUMI YAMAGATA ARITOMO,
Minister-President of the Cabinet.

Foreign Bankers Under the New Treaties.

The following notification has been published in the *Official Gazette*:
NOTIFICATION NO. 30 OF THE DEPARTMENT OF FINANCE.

It is hereby notified that foreign companies or foreigners engaging in banking business in Japan who desire to continue business after the coming into force of the new Treaties, shall apply for permission according to the steps indicated below.

COUNT MATSUOKA MASAYOSHI,
Minister of Finance.

June 23rd, 1899.

Foreign companies or foreigners engaging in banking business prior to the coming into force of the new Treaties, by establishing a head or branch office in Japan, shall obtain the permission of the Minister of Finance by applying through the local governors in accordance with Arts. 1, II and III, of the Banking Regulations issued this year under Notification No. 24 of the Department of Finance.

Arts. I, II and III, of the Banking Regulations above referred to are as follows:—

Art. I.—Persons wishing to engage in banking business shall apply for permission to the Minister of Finance. The application should be accompanied by the Articles of Association of the Companies.

Art. II.—Companies who are desirous of engaging in banking business shall apply for permission to the Minister of Finance. The application should be accompanied by the Articles of Association of the Companies.

Art. III.—When a foreign company intends to establish a branch in Japan, and to engage in banking business an application must be made to the Minister of Finance by the representative of the branch for permission. The application should be accompanied by the Articles of Association of the Company and the following particulars should be furnished:—1. The trade-name of the branch. 2. The location of the branch. 3. The amount of capital of the branch, if fixed.—*Kobe Chronicle*.

SEVERE THUNDERSTORM IN JAPAN.

MANY FATALITIES.

The storm on the 30th ult. appears to have been more severe in Osaka and Kyoto than was at first realised, its disastrous effects extending as far as Hamamatsu. A train which left Hamamatsu (on the Government line) at 2.25 p.m. for Maibara encountered a fierce whirlwind shortly after passing the Hoshigoye tunnel and not far from the Goya Station, and the last six carriages were thrown off the line and precipitated about ten feet down an embankment. The brake-van remained upright and the three other passenger carriages, but all were derailed. Between fifty and sixty passengers were in the train. Fortunately no one was killed, but 24 persons were more or less injured, and were carried into the houses near by, where medical assistance was rendered them. The running of the trains had to be suspended for a time until the line was cleared.

In the city of Osaka one man was killed by lightning and another man lost consciousness at Hirokoji-cho. The chimney of the flour mill at Satsuma-bori was damaged by lightning and a telephone wire was broken at Nishinagahori. With the result that a fire was narrowly averted. At Higashinagahori appear to have been struck by lightning, six men and a woman being killed and five women injured. Two houses were burnt down and a cow killed in one of the rural districts of Osaka.

In the city of Kyoto a man was injured and several houses were damaged. The rivers in the neighbourhood were swelled by the heavy rain and many houses were flooded, the Nishida bridge on the road from Shinryo temple to the Ginkakuji being washed away.

A house at Amagi-mura, Kanazaki district, Banbu, was struck by lightning at about 8.20 p.m. on the same day and a man was killed, and at Katsura-mura, Kato district, a house was struck and two men were stunned, but recovered consciousness after a while.—*Kobe Chronicle*.

WHY FOREIGNERS ARE LEAVING JAPAN.

Some of the foreign residents at Yokohama and Kobe having left Japan, a Tokyo dispatch states that this is not due to the fact that they feel it is dangerous to entrust their lives and property to the protection of the Japanese laws, but the authorities find that "the exodus of the foreigners is really due to the fact that since the Japan-China war the prices of commodities have increased almost three times. This rise has a serious effect upon foreigners of the lower middle class, who have experienced great difficulty in subsisting under the altered conditions."

As a matter of fact the new Treaties have so far had very little effect on the exodus of foreigners. Those who have gone would probably have gone in any case, their departure being in very few cases hastened by the fear of coming under Japanese law. We doubt, moreover, whether living is cheaper at any of the open ports in the Far East than it is in Japan.—*Kobe Chronicle*.

JAPANESE BIG GUNS.

The *Osaka Mainichi* observes that the manufacture of arms and shipbuilding in Japan have made remarkable advances of late. The Kure Naval Arsenal is now able to turn out big guns of 15 cm. calibre without any help from foreigners, and the increase in skill has reduced the cost considerably. Experiments are now being made for the manufacture of larger guns, and it is expected that the cost of the extension of the Navy in the future will be reduced in this respect at all events.

JAPANESE NEWEST WARSHIP.

SINGAPORE, July 12th.
The Japanese battleship, *Tokuma*, Captain Dewa, arrived here yesterday from England, on her way to Japan. She is a screw steel vessel, 408 feet long by 67 feet beam, and displaces about 9,750 tons at her mean draught of 24 ft. 8 in. The armament includes 4 8-inch quick-firing guns, mounted in pairs in 6-inch Harveley steel turrets fore and aft, and 14 6-inch quick-firing guns, arranged 2 on each side forward and 2 on each side aft, one over the other, in pairs and 3 on each broadside of which one is carried in a casemate on the main deck and the other 2 in shields on the upper decks. There are also 2 200-pound and 7 11-pound machine-guns. The speed of the steamer is quick, and the end-on fire, which is much attention is now being paid to, is exceedingly heavy. Altogether about 1,100 tons of armour have been worked into the ship. Her speed trials have proved that one of the Japanese first-class cruisers, the *Yamaguchi*, is still for Yokohama today.

THE MURDER OF MR. CLIFFORD.

From various Java papers we are now in possession of the full facts of the circumstances attending the death of Mr. E. B. Clifford, a mining engineer, who left Dutch West Borneo for a short visit to Sumatra, intending to return to Singkawang. Mr. Clifford was a close friend of Mr. R. Liddell, and leaves a family in New Zealand. The murder took place on April 5th, at Pulau Gading, the circumstances being as follows:—

While he was in bed at about 10 o'clock he received a wound of a lance in the left shinbone, the point of the lance remaining in the wound; the first shot from a blunderbuss missed him but struck his bed. He got up and drove the bandits out of his bedroom; his housekeeper gave him a parang and a gun, which was unloaded, then a fierce fight ensued, one man against seven armed to the teeth. Another band of about twenty men, also well armed, stood around the house as a reserve, so that no assistance from outside could be obtained.

During the fight Clifford got a cut with a blow on the right side of his head, which cut away the scalp down to the bone of the skull but did not touch the temple, however, cutting away his right ear and further wounding the right shoulder. He gallantly continued the fight, notwithstanding that he received eight bullets from a blunderbuss in his left shoulder, one bullet smashing his left upper arm. When he tried to ward off a blow cut at his belly he received a cut on his right wrist which cut the bones right through, without however, touching the arteries, so that he became still entirely powerless, and fell on his back, his hands being the only door in the building, and remained there till he died. Besides the wounds mentioned he had received a deep cleaving cut on his right thigh, and his left hand was severely wounded.

A correspondent on the West Coast of Sumatra writes to the *Java Rood* about the disturbances in the independent district of the Padang Highlands in connection with the murder of the Mine Engineer Clifford. The patrol sent out from Padang Pandang, to protect the houses of the confederate at Koba-batu against probable attacks had then returned to barracks.

An envoy consisting of several "Adat" chiefs has been sent to the population of the V. Kotas with the object of asking an explanation of their conduct.

On the reply of the independent population will depend the way Government will act. It would not be a wonder if this resulted in a military punitive expedition to the V. Kotas. In consequence of abstaining from such measures, even when there were serious grievances, the population, though usually great cowards, have become very arrogant.—*S. E. Press*.

THE CHINESE ARMY AND THE DYNASTY.

Mr. E. H. Parker, Reader in Chinese at Liverpool, states that the Dowager-Empress's relatives Jung-lu (Generalissimo of all Northern armies) and Yulu (Governor-General) have now completed their strategic arrangements as follows:—

1. The Hwai army has been reorganised into two wings, each of nine camps (300 men) each, and one camp (250 men) cavalry—i.e., into 10 camps containing a total of 4,750 men; two of the four are artillery camps. The left wing, under the Brigadier-General of Tsin-chow and Yung-ping will man the forts at Shan-hai-kwan and Peitang. The right wing, under the Brigadier-General of Tientsin, will man the Taku forts.

2. The trained army has been reorganised into two wings of foot (each six camps of 500 men), and two wings of cavalry (each to camps of 250 men). There is also an odd camp of cavalry total 33 camps of 11,250 men. These are distributed under minor commanders, over the pastures and vital points inland (province of Chih-li, including the steppe country).

Both the above armies are under the supreme command of Jung-lu. Shing-hai-kwan, Taku, and Peitang are held the vital points on the coast, and as above stated, the forts at these places will be manned by the Hwai army. But each of these coast centres will, in addition, be supported by an army of the first class—(1) General Sung King, with his 25 camps, will occupy the country on both sides of the Shan-hai-kwan (or "pass") (2) General Sun Shih-kai, with his (now) 42 camps, will concentrate to support Taku by concentrating at Siang-chai; (3) General Nih Shih-cheng with his (now) 24 camps, will continue to support Peitang by concentrating at Lu-tai. The Viceroy Yulu in reporting these dispositions gives full details as to the pay of officers and men, the changes in internal organisation, the sources and application of funds, and so on.

Apart from the three great supporting armies, the Hwai and trained together (20,750 men) will cost £15,521,267 a year, officers and men.

Yulu has been in consultation with Lin Kun about securing uniformity in armaments. It seems to be practically decided that the following weapons are the best:—(1) Small-bore "quick nine-barrel" Mauser, for drill; (2) Big-bore "single-barrel" Mauser, for drill; (3) Grevson (or 57 centimetre) "mountain gun"; (4) Krupp 75 centimetre "mountain gun"; (5) Krupp 75 centimetre "quick-firing" "land gun." Being ignorant of army matters, I can only guess what names and calibre are intended by the Chinese words.

Yulu reports that the two departments (Kiki and Chiao) of all the Tientsin arsenal can supply annually as follows:—Black powder, 400,000 English pounds, working at pressure, 200,000; English pounds, working at pressure, 250,000; gun-cotton, 23,000; English pounds, working at pressure, 50,000; smokeless powder, 8,000 English pounds; Mauser cartridges, 3,800,000 pieces, working at pressure, 4,000,000; caps, 15,000,000 pieces, working at pressure, 28,000,000; steel "balls" (200 pieces); shells (all kinds), 14,500 (judging by incidents of maximum years).

The above is all exclusive of Peking armies. Jung-lu is of course Generalissimo over Yulu, Nih, and Sung as well. Nor does it include the powerful army of General Tung Fung-sing, at present in an ambulatory stage.

SHIPPING REPORTS.

Captain Primrose, of the steamship *Taichow*, from Bangkok, reports:—Fresh variable S.W. S.E. and northerly winds with cloudy sky and low barometer throughout voyage.

Captain Daly, of the steamship *Equatoria*, from Antwerp, reports:—Strong monsoon in the Indian Ocean; July 4th left Singapore; strong variable winds and sea fine, weather to port. Bound for Harlow.

Captain Milroy, of the steamship *Haitum*, from Tientsin, reports:—Left Tientsin at 10 a.m. on the 8th, barometer 29.42, with threatening weather, wind W.S.W. and heavy N.E. swell. Left Amoy on the 10th, light S.W. winds and calm, foggy weather, and heavy S.E. swell. Left Swatow on the 11th, first part, light variable winds, passing showers and heavy S.E. swell, later part, moderate E.N.E. winds, passing showers and S.E. swell. Vessels in Amoy:—C. H. Kiang, *Hakoda*, *Chiofo*, *Talchong*, and *Edinburgh*, all Swatow. *Wossing*, *Tsigan*, and *Yatou*.

THE PLAGUE.

Cases reported to 11th instant 1,220
Do. do. during past 24 hours 8
Total 1,228

Deaths reported to 11th instant 1,154
Do. do. during past 24 hours 4
Total 1,158

RUSSIA IN THE ORIENT.

EFFORTS TO GET A STRONG FOOTHOLD FOR TRADE.

WASHINGTON, May 28th.

Russia, the Trans-Siberian Railway, and their relation to the trade of the Orient in competition with the United States, are elaborately discussed in the current number of the *Summary of Commerce and Finance*, just prepared by the Treasury Bureau of Statistics. The fact that the Trans-Siberian road, which will bring the producers of Russia's fields, forests and factories to the doors of China, is also pushing for a combined rail and water route to the Orient through Persia and the Indian Ocean, seems to justify a study of the rapidly developing industries of that great nation, whose contiguous area exceeds that of any other country in the world, and whose population is only exceeded by that of a single nation, China. Discussing the question of Russia's trade relations to the east, the report calls attention to the fact that Russia, like the United States, has such variety of soil, climate and minerals that she is able to produce within her own borders a large proportion of the necessities and comforts of life. Corn, wheat, barley and rye furnish an ample supply of breadstuffs; vast stock growing areas produce cattle, horses, hogs, sheep, wool, hides and provisions in abundance; beet sugar is produced in great quantities; hemp and other fibre plants flourish in certain provinces; cotton is successfully grown in the extreme south; rubber forests promise an enormous lumber supply for manufactures and are so plentiful and cheap that it is freely used as fuel, and is also becoming a serious competitor with our own in the markets of Europe and Asia.

RUSSIA'S INDUSTRIAL SYSTEM.

With these natural supplies of all materials required for manufacture she is strengthening her industrial system, following closely the lines marked out by the United States, and now manufactures of cottons and woolsens, iron and steel and their products, machinery, lumber and other of the requirements of her people are being established and increased. Foreign capital is encouraged to contribute to this activity, and with her 125,000,000 of industrious, rugged people she seems likely to increase her ability to supply her own markets, and in certain lines may also increase her export. When these developments in the producing lines are added to the new transportation routes by which these supplies may be sent to the markets of Asia and Europe, and indeed, of the world, putting rail in competition with water, and water again in competition with railway lines controlled and owned by the Government, and all these combining to bring undeveloped areas and resources into development, their importance to the commercial world and to the commerce of the United States seems worthy of consideration.

RUSSIAN-CHINESE RAILWAY SYSTEM.

With the completion of the Russian-Chinese railway system the question naturally presents itself: What are the chances of Russian competition in this immense international market, where the standard of wants is, to be sure, low, yet where expansion of wants is sure to follow after contact with European methods, and where there is now a growing demand for products of the United States? The Trans-Siberian road is now complete from its junction with the railway system of European Russia, on the western border of Siberia, to Lake Baikal, nearly two-thirds the distance toward the Pacific, and the construction of 600 miles of track eastward from Lake Baikal will bring trans-Siberian trains to the navigable waters of the Shilka and Amoor rivers, which flow into the Pacific, and put into operation a complete rail and water system across Russian and Siberia, and thence to the ports of the great consuming countries of the Orient. The Russian Government, however, will not rest content with the mere connection of their transcontinental line with the navigable waters of the Amoor and Shilka, but will push the railway itself along the banks of the river to connect with the Pacific coast section now constructed and leading to Vladivostok. It is also actively at work preparing to construct a line through Manchuria to its recently leased ports of Tientsin and Port Arthur in China.

THE TRANS-SIBERIAN LINE.

The total length of the Trans-Siberian line is 4,950 miles, and the date originally set for its completion, 1905, it is expected, however, that through transit will be had much earlier than that date by utilization of the rivers already navigated, and that the shorter line connecting the system with the ice-free ports of Port Arthur and Tientsin may also be completed earlier than the original date of 1905. Traffic over the road is now in progress from European Russia eastward as far as Lake Baikal and across this by steamer, leaving at the present moment only 600 miles for transportation by wagons or sledges. Construction is now going on at the rate of about 30 miles per year, though this naturally varies according to the character of the territory through which the work is in progress. Passengers and mails from St. Petersburg to Vladivostok now require forty-five days by the usually traveled route of the Suez Canal, Indian Ocean and Pacific, while by way of New York, San Francisco and across the Pacific the time occupied is thirty-five days. It is estimated that when the Trans-Siberian road is completed the time occupied from St. Petersburg to Vladivostok or Port Arthur in China, will be about ten days. The distance from St. Petersburg to Vladivostok or Port Arthur by the completed Trans-Siberian line will be, in round numbers, 6,500 miles, or about twice the distance from New York to San Francisco.

THE CASPIAN SYSTEM.

Two other routes to the commerce of the Orient appear also to be the subject of active consideration by the Russian Government at the present moment. One of these is the extension of the Trans-Caspian rail system to the western border of China, where it will touch the great caravan route extending across Chinese Turkestan into the densely populated section of China proper, a route along which Chinese telegraph lines are already in operation, and over the eastern end of which a Chinese railway system is now projected. With the Russian Government pushing its railway system to the very western border of China midway between the Trans-Siberian road and the Indian Ocean, and the Chinese Government pushing the Indian telegraph line eastward towards that same point, a second great international line to connect Central China from the Atlantic to the Pacific at once suggested by these recent developments.

A ROUTE ACROSS PERSIA.

The third route of direct communication from Russia to China is by way of a Russian railway connecting its system in the south of Russia across Persia with the Persian Gulf and the waters of the Indian Ocean. Two railway routes are, according to recent reports, projected across Persia by the Russian Government, which, it is said, has obtained from the Persian Government a concession of certain ports on the Persian Gulf and privileges of railway construction from the borders of Russia through Eastern Persia to those ports. One of these proposed lines according to the published reports, connects Russia's Trans-Caspian system with the port of Bandar Abbas, on the Persian Gulf, while the other, upon which it is said the surveys are now at work, runs through Western Persia, also connecting the Trans-Caspian railway system with the head of the Persian Gulf. If these reports be true, it would appear that Russia is about to realize her long cherished ambition of a direct outlet to the Indian Ocean, connecting there with a water transportation system to the Orient.

CONTROL OF ORIENTAL MARKETS.

These three great systems, if consummated and put into actual operation, would carry Russian products of all classes to the markets of the Orient by three distinct routes; one across Siberia by an all rail system owned and operated by the Russian Government; second, a rail and water system through Persia and the Indian Ocean, also controlled by the Russian Government; and third, a rail system tapping China's trade on the western border by way of the caravan routes, which stretch through a country whose possibilities of railway construction present no greater obstacles than those which confronted the Russians when they entered at the beginning of the present decade upon the now almost completed task of the Trans-Siberian system. It is thus apparent that the developments in Russia, both as relate to manufacturing industries and the extension of railways and opening of new areas of production, are important to the people of the United States from a double standpoint. When it is now by very conservative estimates, put at a total equal to the area of Missouri, Kansas, Nebraska, Iowa, North and South Dakota, it will be seen that its importance as a future grain producer is not inconsiderable, while, on the other hand, its future importance as a consumer of manufactured articles of the class now being exported from the United States is also worthy of consideration.—*Philadelphia Public Ledger*.

NOTANDA.

CALENDAR.

Meteorological means based on fifteen years' observations to 1895.
Barometer 29.758
Thermometer 81
Humidity 83.0
Rainfall 14.210

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 29.66 29.51
Temperature 86 84
Humidity 86 79
Rainfall 0.03

TO-MORROW.

Wednesday, 12th July, 1899.

Chinese—5th of 6th moon of 25th year of Kuang-shi.
Sun—Rises 5hr. 24min.
Sets 6hr. 40min.
High water—Morning 6hr. 10min.
Afternoon 6hr. 40min.
Low water—Morning 10hr. 40min.
Afternoon 6hr. 40min.

ANNIVERSARIES.

1854—Foreign Inspectorate of Customs established at Shanghai.
1856—The Crimea evacuated.
1864—Loss of the s.s. *Tobien* on the Fishermen's Group.
1880—Arrival in Shanghai of General Gordon.
1886—A Chinese detective shot by a burglar in Chuk Ling Lane.
1898—Pere Flency carried into captivity by the Chinese.

TO-MORROW.

Thursday, 13th July, 1899.

Chinese—6th of 6th moon of 25th year of Kuang-shi.
Sun—Rises 5hr. 24min.
Sets 6hr. 40min.
Moon—in Ezyder 11 a.m.
High water—Morning 6hr. 10min.
Afternoon 6hr. 17min.
Low water—Morning 10hr. 15min.
Afternoon 6hr. 35min.

ANNIVERSARIES.

1635—The first English ship reached China.
1875—The Imperial Torpedo College, Foo-chow, opened.
1878—Treaty of Berlin signed.
1893—French gunboats fired upon by Siamese at Paknam.
1896—Disturbances at Amoy; H.M.S. *Redpole* landed a party in protest against them.
1897—Mr. Cecil Rhodes censured by the South African Committee.

AGENDA.

TO-DAY.

California & Oriental steamer *Belgian King* leaves for Honolulu.
Goods ex *Glennert* and *Carmendel* subject to rent.

FRIDAY, 14th.

3 p.m.—Chafed and broken goods ex *Benedict* examined.

SATURDAY, 15th.

Goods *Silicia*, and *Benedict* subject to rent.
The U.S. & China steamer *Indra* leaves for New York via Suez Canal.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Doris*) 15th inst.
French (*Oranien*) 16th inst.
Tosoma (*Francis*) 18th inst.
American (*City of Rio de Janeiro*) 19th inst.
American (*Nippon Maru*) 6th prox.

The steamer *Moruya* left Singapore for this port to-day.

The steamer *Hiroshima Maru* will proceed to Singapore, &c., at noon to-morrow.

The steamer *Hakata Maru* (Europe Line) left Singapore for this port yesterday, and is expected to arrive here on the 16th inst.

The steamer *Kishida Maru* (American Line) left Yokohama for this port this morning, and is expected to arrive here on the 16th inst.

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The steamer *Chingwa* from Glasgow and Liverpool passed the Canal on 7th July and may be considered due at Singapore on or about the 25th instant.

The steamer *Osaka* from Glasgow and Liverpool left Singapore for this port on the 11th inst., and may be expected here on or about the 17th inst. This vessel brings on the *Kaitou's* Cargo.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.
Isla de Luzon
H.M.S. *Hart*
Halsin
D. Juan d'Austria Cosmopolitan

PASSED THE CANAL.

Outward—16th June—*M*

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.	BOMBAY, VIA SINGAPORE and S. Yoshizawa.	TO-MORROW, 13th July, at Noon.
KASUGA MARU.	NAGASAKI, KOBE and YOKO.	THURSDAY, 20th July, at 4 P.M.
KAMAKURA MARU.	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th July, at 4 P.M.
*KINSHU MARU.	VICTORIA, B.C. and SEATTLE.	THURSDAY, 27th July, at 4 P.M.
YAWATA MARU.	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 28th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 10th July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*DOMENICO BALDUINO Canapa 5th August.
*SINGAPORE Pizzarello 2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

73th

CARLOWITZ & CO.,
Agents.

SETTING UP OF DISTILLERIES
Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
TEGOT & ORANO, rue Mathis, PARIS
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all chemists.

Sole Agent for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship.

"INDRAPURA"

Captain A. Narsala will be despatched as above on or about the 15th July.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 29th June, 1899. [686a]

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"TAMU MARU"

Captain S. Nagata will be despatched for the above ports on SUNDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 10th July, 1899. [895a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship.

"KWEI WANG"

Captain Osterbridge will be despatched as above on THURSDAY, the 13th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1899. [899a]

"BEN-YINE OF STEAMERS."

FOR LONDON, VIA SUEZ CANAL.

THE Steamship.

"WENGLOE"

Captain Thomson will be despatched as above on or about the 20th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1899. [899a]

Shipping.

STEAMERS.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship.

"GLEN GYLE"

Captain H. Hill will be despatched as above on SATURDAY, the 22nd instant.

For Freight or Passage, apply to

McGREGOR BROS. & CO.,
Hongkong, 8th July, 1899. [892a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"TSINAN"

Captain Anderson will be despatched as above on MONDAY, the 24th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

A.D.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th July, 1899. [897a]

SHEWAN TOMES & CO.'S "NEW YORK LINE."

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship.

"YANGTSE"

Captain Thompson will be despatched as above on or about the 20th instant.

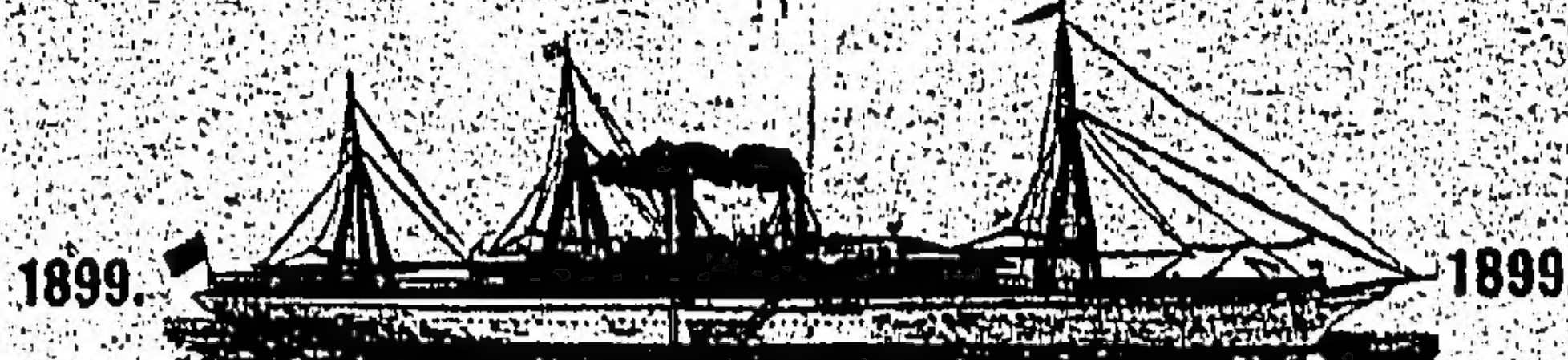
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1899. [899a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY SPEED PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—14,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN. Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 19th July, 1899.

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 9th Aug., 1899.

EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 30th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the Voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddy's Street, 13.

Hongkong, 12th July, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th July, at Noon.

NIPPON MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Chartered Steamship.

"AZETEC"

will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 15th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 10 A.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day. All Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

S. VAN BUREN, Agent.

Hongkong, 8th July, 1899. [893a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS.

FOR ALL BILIOUS AND NERVOUS DISORDERS.

SICK HEADACHE, CONSTIPATION, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

Prepared by Dr. J. C. Beecham.

THOMAS BEECHAM & Co., Limited, Sole Agents for Hongkong and the Empire of China.

WATKINS & Co., Agents.

Hongkong, 10th July, 1899.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, LYONS, LONDON AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship.

"BALLARAT"

Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables (all Cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 8th July, 1899. [893a]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma ... 2,811 A. Dixon ... July 29.

Glenogle ... 3,750 R. D. Jones ... Aug. 8.

Olympia ... 2,837 J. J. Trubridge ... Sept. 2.

Victoria ... 3,502 J. J. Patton ... Sept. 12.

ALSO

FOR PORTLAND, OREGON.

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire ... 2,874 W. A. Evans ... July 23.

Lemna ... 3,677 Williamson ... Aug. 7.

Columbia ... 2,976 N. Moncur ... Sept. 23.

Monmouthshire ... 2,874 W. A. Evans ... Oct. 7.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON, 147.

Excellent accommodation. First-class Tables. Doctor and Stewardess earned.

HONGKONG TO NEW YORK, 244.

The Railroad traveling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK, route Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO YACOMA, 128.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports, should be in duplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 8th July, 1899. [893a]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(Passenger Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
E. RICKMERS	HAYRE and HAMBURG	About 5th	Freight.
H. Jacobs	(LONDON with transhipment in HAMBURG)	About 6th	Freight and Passage.
*SILESIA	HAYRE and HAMBURG	About 17th	Freight.
Behrens	(LONDON with transhipment in HAMBURG)	About 17th	Freight.
WITTENBERG	HAYRE and HAMBURG	About 17th	Freight.
Madsen	(LONDON with transhipment in HAMBURG)	About 17th	Freight.
ALESIA	HAYRE and HAMBURG	About 31st	Freight.
Knuth	(LONDON with transhipment in HAMBURG)	About 31st	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

981

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON-TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King ... 3,379 Friday July 14.

Carmarthenshire ... 2,929 about July 20.

Carlisle City ... 3,003 about Aug. 13.

Thyra ... 3,406 about Sept. 19.

THE Steamship.

"BELGIAN KING"

will be despatched for SAN FRANCISCO and SAN DIEGO, VIA NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on FRIDAY, the 14th instant, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 80, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

KUNH & KOMOR,

(at 23, QUEEN'S ROAD).

JUST RECEIVED

A COLLECTION OF

JAPANESE FLAID SILK

and

SUNSHADES.

THE MUTUAL STORES

(SUB AGENTS LIPTON LIMITED)

26, 28 & 30, POTTINGER STREET, HONGKONG.

JUST ARRIVED PER S.S. "YAMATTI MARU"

ANOTHER LARGE CONSIGNMENT OF

FRESH AUSTRALIAN CREAMERY BUTTER

80 CENTS per lb.

The Share Market.

LATEST QUOTATIONS.

(July 12th).

Banks.

Hongkong and Shanghai Banking Corporation

312 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

11 buyers.

The Bank of China & Japan, Ltd.—(Deferred)

25.5 buyers.

National Bank of China, Ltd.—\$22.

Do. Do. —\$22.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$235.

China Traders Insurance Co., Limited—\$62.

North China Insurance Co., Ltd.—\$150.

Yangtze Insurance Assoc., Ltd.—\$105 buyers.

Canton Insurance Office, Ltd.—\$140.

Straits Insurance Co., Ltd.—\$64.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$310 sales.

China Fire Ins. Co., Ltd.—\$89.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

Steam—\$32.

Indo-China Steam Navigation Company, Ltd.

—\$62.

China and Manila S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$574.

China Mutual S. N. Co., Ltd.—(Preference)—

29 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

25 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

23 buyers.

Star Ferry Co., Ltd.—\$16.

Redineries.

China Sugar Refining Co., Ltd.—\$174.

Luzon Sugar Refining Co., Ltd.—\$57.

Mining.

Punjon Mining Co., Ltd.—\$144.

Do. Preference Shares—\$250.

Société Française des Charbonnages du Ton-

kin—\$250.

Queen Mines, Limited—\$50.

Jebeba Mining and Trading Co., Ltd.—\$132

buyers.

Raub Allain Gold Mining Co., Ltd.—\$61.

Olivers Freehold Mines, Ltd.—(A) \$7.

Olivers Freehold Mines, Ltd.—(B) \$5.25.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$3.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—402

per cent. prem.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$97.

Wanchai Warehouse and Storage Co., Ltd.—\$41.

New Amoy Dock Co., Ltd.—\$154.

Lands, Hotels and Buildings.

China Provision, Loans and Mortgage Co., Ltd.

—\$9.75.

Hongkong Land Investment and Agency Co.,

Ltd.—\$100.

Kowloon Land and Building Co., Ltd.—\$30

buyers.

West Point Building Co., Ltd.—\$33.

Hongkong Hotel Co., Ltd.—\$105.

Humphrey's Estate and Finance Co., Ltd.—

\$19.

Miscellaneous.

Green Island Cement Co., Ltd.—\$283.

China-Borneo Co., Limited—5 buyers.

A. S. Watson & Co., Limited—\$18.

Hongkong Electric Co., Limited—\$12 ex div.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$175.

Geo. Fenwick & Co., Ltd.—\$143.

Hongkong Ice Co., Ltd.—\$116.

Hongkong High Level Tramways Co., Ltd.—

\$143.

Dairy Farm Co., Limited—\$54.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$11.

Bell's Asbestos Eastern Agency, Limited—\$1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ltd.—\$80.

Evo Cotton Spinning & W. Co., Ltd.—\$15, 70.

International Cotton Mill Co., Ltd.—\$15, 70.

Laou-kung-mow Cotton Spinning & Weaving

Co., Ltd.—\$15, 70.

Soy Chee Cotton Spinning Co., Ltd.—\$15, 350.

Yahloong Cotton Spinning Co., Ltd.—\$15, 55.

Tebrau Planting Co., Ltd.—\$5 per share.

Tebrau Planting Co., Ltd.—\$5 per share.

Benjamin, Kelly & Potts (Share Brokers.)

Telephone Address—"Rialto."

OPIUM QUOTATIONS.

Hongkong, 12th July.

New Hatna, \$15 per chest.

Old, \$15.

New Benares, \$17.

New Malwa, credit, 700 per picul.

Old Malwa, credit, 740/840

Persian, paper, 600/760

Persian, paper, 600/760

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VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Altken Mr. Wm. K. Hughes

Mrs. John Angus Mrs. Jackson

Mr. W. S. Bailey Mr. and Mrs. Joseph

Mr. B. J. Barlow Mr. and Mrs. Kiepe

Mr. Everett N. Bea Mr. Kinghorn

Mr. F. Bennett Mr. Kirkwood

Miss Boreado Mr. and Mrs. J. E.

governors Lambie

Mr. and Mrs. A. H. Mr. Leon A. Lévy

Bottenheim Mr. F. L. Macowday

Mr. T. F. Bungdorff Mr. Mayston

Mr. C. M. G. Burnie Mr. O. Miller

Mr. J. B. Carpenter Mr. A. C. Van Nierop

Dr. and Mrs. F. W. Mr. P. Parfitt

Clark Mr. H. Penlly

Mr. E. W. Crocker Mr. P. Regalado

Mr. A. H. Ellis Mr. and Mrs. A. H.

Mrs. G. E. Gelm Rennie

Mr. and Mrs. K. Gibson Mr. S. J. Robins

Capt. Goddard Mr. H. Simmins

Major and Mrs. Griffin Mr. A. Spagnolo

Mr. I. H. Grimes Mrs. C. Thomas

Mr. Griswold Mr. T. E. De Witt

Mr. R. J. Hall Veeder

Mrs. Hillman Mr. W. Whitley

Mr. E. H. Hinds Mr. and Mrs. A. W.

Mr. T. Howard Whitlow

VESSELS IN PORT.

Steamers.

ARIAKE MARU, Japanese steamer, 1,886 T.

Tanaka, 11th July.—Kuchinotzu 6th July.

Coal—Mitsui Bussan Kaisha.

AZTEC, Hawaiian steamer, 3,000 G. G. Task.

5th July.—San Francisco 1st June, and

Shanghai 1st July, Mails and General.

J. S. Van Buren

BELGIAN KING, British steamer, 2,170 Thos.

L. W. and July.—San Diego (Cal.)

21st May, General.—Butterfield & Swire.

BUCEPHALUS, British steamer, 1,192 M.

Robinson, 7th July.—Samarang 25th June.

Sugar.—Doddwell & Co.

CHINA, American steamer, 1,187 W. B.

Seabury, 6th July.—San Francisco 9th

June, and Shanghai 4th July, Mails and

General.—P. M. S. Co.

EMPRESS OF JAPAN, British steamer, 5,004

G. D. Bowles, R.N.R., 11th July.—Van-

couver 19th June, and Shanghai 8th July.

Mails and General.—C. P. R. Co.

GODAREY, French steamer, 713, Orsim, 1st

April.—Saigon 25th March, General.—

Chinese.

HAITAN, British steamer, 1,183 J. S. Reach,

1st July.—Fochow 28th June, Amoy 20th,

and Swatow 30th, General.—Douglas, Lap-

rak & Co.

HOLSTEIN, German steamer, 1,103 M. Ipland,

7th July.—Saigon 2nd July, Rice.—Jensen

& Co.

KEONG WAI, British steamer, 1,115 R. Uns-

worth, 7th July.—Bangkok via Koh-si-

chang 30th June, Rice and Timber.—Yuen

Fat Hong

KIANGPAK, Chinese steamer, 718 C. Andersen,

7th July.—Chefoo 30th June, Bean and

Benn Cake.—Chinese.

LOOSOK, British steamer, 1,020 J. B. Jackson,

10th July.—Bangkok 1st July, and Swatow

9th, Rice and Timber.—Butterfield & Swire.

MARIE IRESEN, German steamer, 1,771 T. C.

Mithelsen, 9th July.—Saigon 5th July,

Rice.—Jensen & Co.

MORNINGSHIRE, British steamer, 1,871 W. A.

Evans, 9th July.—Portland, Oregon

12th June, General and Flour.—Doddwell

& Co.

NESTOR, British steamer, 2,417 W. Asquith,

10th July.—Mojil 5th July, Coal.—Butter-

field & Swire.

SARNIA, German steamer, 1,206 Lünechloss,

10th July.—Fochow 8th July, General.—

Carlowitz & Co.

TELENA, British steamer, 1,126 T. G. Scott,

7th July.—Batoum 1st June, and Singa-

pore 1st July, Kerosine.—Arnhold, Karberg